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LIMITED,THE HONGKONG DISPENSARY,
HONGKONG.
Hongkong, 31st May, 1901.BIRTH.
On the 12th June, 1901, at Peking, the wife of
H. GENSCHINGER, of a son.The Hongkong Daily Press.
HONGKONG OFFICE: 14, DES VOEUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th June, 1901

The Blue Book, China No. 5 (1901), which reached this Colony by Sunday's French mail, is entitled *Further Correspondence concerning the Disturbances in China*, and takes up the story from the point at which it stopped in China No. 1 (1901). It commences with a letter from Sir F. PLUNKETT to the Marquis of SALISBURY, dated Vienna, 27th September, 1900, and terminates with one from Lord LANSDOWNE to Sir E. SATOW on the 31st December. As is usually the case with Blue Books there is little contained in the correspondence that is new. Light is thrown on the rather tortuous negotiations among the Powers themselves and between them and China over the punishment of the officials guilty of complicity in the so-called "Boxer" rising and the violation of the sanctity of ambassadors. From the Blue Book the attitudes of the various Powers stand out more clearly than before, but otherwise the documents before serve mainly to confirm what we have learnt before from unofficial and semi-official sources.

One of the earliest documents of interest is a letter from Lord SALISBURY to Sir F. LASCELLES, dated the 2nd October, in which is the purport of a conversation with Count HATZFELD. To the German proposals on the question of punishment, Lord SALISBURY made two reservations. He would not agree to the participation of British troops in any expedition to the west of the Province of Chihli to ensure that certain offenders were at all costs to be arrested; and considered that, in the event of China refusing to deliver the offenders, Her Majesty's Government must retain liberty of action to enter into any agreements with the Chinese Government which it might be to the interests of Great Britain to make.

The actual starting point of negotiations was a memorandum communicated to Lord SALISBURY by M. CAMBON, French ambassador in London, on the 4th October, 1900, in which the following bases of negotiations were suggested by the French Government for consideration:—Punishment of the chief culprits; maintenance of the prohibition of the import of arms; equitable indemnities

for States, societies, and individuals; establishment of a permanent Legation guard at Peking; dismantlement of the Taku Forts; military occupation of two or three points between Tientsin and Taku. The French Government thought it "impossible that such legitimate conditions, presented collectively by the representatives of the Powers, and supported by the presence of the international troops, should fail to be speedily accepted by the Chinese Government." With the discussion of these terms, their modification, and the phrasing of the demand on the Chinese Government, the Blue Book is chiefly engaged. To the French proposals all the Governments adhered in principle, as Lord SALISBURY stated in a communication to Sir E. MONSON on the 17th October. He himself, on behalf of the British Government, agreed to the basis, subject to each Power holding a fort of its own on the Tientsin-Taku road, instead of the forts being garrisoned internationally. The United States accepted the French basis under reserve, and wished the Powers to make a collective declaration of their determination to preserve the territorial integrity and administrative entirety of China, with open and equal commercial intercourse between China and the world. On the 23rd November Sir E. SATOW telegraphed to Lord LANSDOWNE the news of the actual drafting of the Note and on the 24th that all the Ministers "were agreed" upon the text. However, the Government of the United States was not perfectly satisfied and urged that the negotiations might be shipwrecked by insisting upon conditions too difficult of performance for China, and from which it would be impossible for the Powers to draw back, and Mr. HAY objected more particularly to the use of the words "irrevocable conditions." On the 7th December Sir E. SATOW telegraphed that authority to sign the note had been received by the United States Minister and to retain the word "irrevocable." However, it was not until the 22nd December that Mr. CAMBON actually signed the Note, in which the word "irrevocable" was retained, but "absolutely" omitted. On the 24th of the same month the Note, duly signed, was presented to Prince CHING, and four days later the Imperial Decree was communicated by the Chinese plenipotentiaries in which the Emperor accepted the principles laid down in the twelve Articles presented in their entirety.

A snake measuring three-and-a-half feet was killed last night by an Indian watchman outside the offices of this paper. It was of a harmless species.

The P. & O. steamer *Sunda* left Singapore for this port on the 15th inst. due here on the 18th inst. at about 2 p.m.

In General Gaselee's report, extracts from which are published on our fifth page to-day, complimentary references to the Royal Welsh Fusiliers, Hongkong Regiment, and the local military authorities will be found.

Apart from plague last week, the only cases of infectious disease reported in the Colony were:—Diphtheria, 2 (at the Harbour (imported); puerperal fever, 1 (Chinese), resulting in death; small-pox, 4 (all Chinese, 3 in Victoria) with 3 deaths.

An *Asahi* telegram of the 5th inst. says:—A severe thunder and rain storm was experienced in Peking last night and three buildings in the Imperial palace were struck by lightning, and caught fire. The fire was put out this morning at 2 o'clock. One battalion of Japanese and 20 Americans rendered valuable service in putting out the fire. The troops of other powers were unable to obtain admission as the gates were closed.

According to telegrams from Sebastopol, Vice-Admiral Alexeeff called last month to the Minister of Marine asking that more vessels shall be sent out to reinforce the Russian fleet in Chinese waters. His demand is said to be based on a fear of future serious political troubles. The Ministry of Marine, it is said, has ordered the despatch to the Far East of the following additional ships:—

Ship.	Class.	Tons.	(knots).	Crew.
<i>Orabya</i> , 1st class battleship		12,374	18	732
<i>Peresvet</i>		12,374	18	732
<i>Varyag</i>	cruiser	6,500	23	571
<i>Pallada</i>		6,530	20	550
<i>Askold</i>		6,000	23	506
<i>Novik</i> , 2nd class		3,400	25	250

An auction of horses held by Messrs. Hughes and Hough yesterday afternoon proved a comparative failure, purchasers being few. For *Giraffe*, only fifty dollars was offered, and no higher bid being made, the horse was knocked down at that. *Pavlov's Rose* started with a bid of \$50 and rose to \$110, at which amount it was knocked down. No. 3, a bay hack, fetched only \$25. An Arab pony went for \$50, a China pony for \$15, and a bay water for \$20. Lots 7, 8, and 9 were withdrawn, nobody offering a bid. No. 10, the well-known horse *Fame*, started with a hundred dollar bid and rose to \$170, when it was withdrawn, no one offering more. No. 11, an Arab stallion, was started at \$25, and no bid being offered it was also withdrawn. For the last lot, a waler, \$5 was the first bid, and on an offer of \$12 the horse was knocked down to the bidder.

Lieut. General Fukushima reached Tokyo from Peking on the 6th inst.

Max O'Rell (M. Paul Blouet) is said to be contemplating a lecturing tour in Japan.

According to a Seoul telegram a French syndicate has obtained a concession from the Korean Government to work a gold mine. The charter extends over 30 years.

There is a report that Kawakami and the other Japanese actors to London who delighted London last season will pay another visit to England during the current year.

The execution of murderers is still in full swing in the Philippines. On the 5th inst. three natives were hung at Jaro, near Iloilo, Island of Panay, for the murder of a countryman of theirs.

A Chemulpo telegram of the 5th inst. reports that the British warships *Isis* and *Australist* (P. *Astraea*) for Weihaiwei left the port that day, while the British torpedo-destroyer *Other* arrived from Weihaiwei.

Major-General Adna Chaffee, arrived at Manila from Taku on the morning of the 5th inst. on the U.S. transport *Summer*. General Chaffee is to relieve Major-General McArthur of the military government.

The Lords Commissioners of the Admiralty have awarded the conspicuous gallantry medal to the under-mentioned petty officers and men of the Royal Navy, in connection with the recent operations in China:—W. J. Christmas, petty officer, second class; H. Swannell, leading signalman; W. Parsonage, able seaman; P. Golden, able seaman; E. Whitley, ordinary seaman; T. Gardner, sick-berth steward.

According to *El Comercio*, the American government contemplates starting a special police force at Manila modelled on the famous "Carabineros" corps during the Spanish regime. The force is to be exclusive for service around the bay. The experiment is to be tried at first with 120 men, one officer and six sergeants, and to be increased according to requirement if the trial proves successful.

In writing about the reply of the Chinese Commissioners to the indemnity demands, Dr. Morrison notes that for the first time in the history of diplomatic relations with the Chinese, the despatch was accompanied by a French translation. The precedent, if followed, will greatly facilitate communication, though it would have to be understood which language was to rule in case of dispute.

In the House of Commons on the 16th ult. Sir Howard Vincent asked whether it is contemplated to confer any honours in respect of the services of the Royal Welsh Fusiliers and other land forces in China, bearing in mind that those earned by the Royal Navy have been already conferred. Lord Stanley said despatches had been received in regard to the question of conferring honours for services rendered by the Royal Welsh Fusiliers and other land forces.

Japanese papers point out that if the British proposal with regard to the indemnity be adopted, the Powers will receive the amounts of the demands in Chinese Bonds bearing 4 per cent. interest, which is a profitable rate in Europe, but disastrous for Japan. This rate of interest in Japan is too low, and the disposal of the bonds on the market will involve a heavy loss to the Government which will result in Japan receiving less than her right share. The Japanese authorities, whose claim represented actual expenditure and loss only, will try to devise means of avoiding this loss if the British proposal is adopted.

The search for the wreck of the Japanese training-ship *Tankishima Maru*, which was lost in November last while on a voyage from Hakodate to Shinjima, has been given up. It was generally believed that the vessel went down somewhere in the Gulf of Suruga, and the authorities of the school have been prosecuting a search there ever since news of the disaster reached Tokyo. Now, however, the authorities have come to the conclusion that the wreck is not in the gulf and have therefore abandoned the search. The total amount expended in the search is 20,000 yen approximately.

With reference to the observance of the King's Birthday, the Press Association last month made the following explanation as to the misconception and consequent erroneous statement that the King has been pleased to direct that his birthday should be officially observed on 24th May. The facts are these:—The King, desiring to present colours to the recently-formed 3rd Battalion of the Scots Guards, decided to make the presentation on 24th May, and it has been determined that the function shall be much on the lines of the trooping of the colour with which it was the custom to mark the anniversaries of the late Queen's birth. Again, it has been the custom to give the Government offices a holiday on 24th May, and the King has been approached as to whether the departments should be closed on any special day this year. The King's decision is that the holiday shall be given, and, as he considers 24th May a suitable day, that date has been fixed. The question of the manner in which his Majesty's birthday shall be officially commemorated has not yet been decided, but it is ultimately determined to mark the occasion, as in the case of her late Majesty's birthday, by a trooping of the colour or some similar outdoor ceremony, it is officially recognized that such a celebration on the actual anniversary (9th November) would be impracticable. There is consequently every possibility of a summer observance. It may be decided, perhaps, to make coronation day the occasion of the celebration instead of the birthday, and as at present intended, that anniversary will fall in the summer.

Rear-Admiral Sir W. A. Dyke Acland has been selected to succeed Rear-Admiral A. B. Jenkins as second in command of the Channel Squadron.

The Sultan of Johore is now travelling through Europe incognito. After leaving France he was expected to visit England, Scotland, and Germany.

A Reuter telegram from New York last month reported the death of Count Mitkiewicz. He was formerly prominent through his efforts to procure banking concessions in China, but his schemes, which were conceived on large ideas, came to naught. They brought him a certain notoriety, but were not destined to be met with any success.

Judgment in the case instituted in the Kobe Chibo Saibansho against Mr. J. Carey Hall, British Consul, by Mr. Ito Shigematsu, in which the latter claimed payment of extra freight and damages alleged to have arisen out of a contract for the supply of carts for the British troops in North China, was given on the 5th inst. The claim of the plaintiff was dismissed with costs.

The following appointments were made last month at the Admiralty:—Commanders:—R. G. Gregory, to the *Edinburgh*; Midshipmen:—M. K. Horton and M. C. Brotherton, to the *Edinburgh*, undated; R. Baobus and J. L. C. Clark, to the *Edinburgh*, to date May 30; Paymaster G. L. Clarke, to the *Edinburgh*, to date May 30; Assistant Paymaster B. W. G. Cook, to the *Edinburgh*, to date May 30.

At the annual of the "American Transvaal League" at Grand Rapids, Mich., on the 24th ult., the treasurer's report showed that \$279 had been disbursed by the National Society for the benefit of widows and orphans of Boer soldiers, and \$304 sent direct to Kruger. In his address President Walker urged a continuation of the work for the success of the Boers and for the relief of the widows and orphans. The latter will not evidently be kept in luxury on the money found by the "American Transvaal League."

Among its "New Guinea Items" the *Torres Straits Pilot* of the 25th ult. says:—The Lieutenant Governor, Mr. Le Hante, has little to add to the story of punishment inflicted on the natives already told. He says, however, that both the ill-fated missionaries, Chalmers and Tomkins, were killed together at the one time; and that the agonising tale told previously of Mr. Tomkins being a witness of Tamate's murder before he himself was killed is untrue. It is not likely that anything further will be done in the way of punishing the natives concerned in the massacres, at any rate, until the south-east season in the Gulf of Papua is over, or moderate, as it is almost impossible to successfully navigate the Gulf with vessels suitable for its shallow waters during the season.

A London telegram of the 31st ult. says:—Lord George Hamilton has written to Sir Alfred Hickman, Member for Wolverhampton, replying to his recent criticisms in the House of Commons concerning the action of certain Indian Railways in obtaining material from America. Lord George Hamilton states that until the engineering strike such had never happened; but, since then, owing to British workshops being blocked, a few limited orders for locomotives had been placed in America, and those had proved satisfactory. The British Railway Board also found the work of the Gokteik viaduct sound and reliable. Lord George Hamilton dwells on the serious lessons to be learnt by British engineers from American progress, and concludes by undertaking always to give preference to British firms unless there is a difference in price, quality, and delivery is very substantial.

A correspondent writing to the *Globe* from Tientsin, speaking of the departure of General Wogack, records a point he says has not been hitherto made public. On 19th June, 1900, when the united attack of the Boxers and Imperial troops was being pushed home in Tientsin, we were for some hours in a very perilous state. "The defence of the railway station was in the hands of a body of 1,700 Russians, who by the merest chance had been unable to accompany Admiral Seymour's column; they had lost 50 men in killed and wounded during the morning, and were running short of ammunition, a council of war was held, and the Russian officer in command suggested and urged a retreat to Taku. It is awful to contemplate what would have happened had this taken place; a body of 2,200 men without artillery and with a very limited supply of rifle ammunition, escorting a civil population of 1,000 and an equal number of Chinese Christians and refugees through 30 miles of country swarming with well-armed enemies, with over 100 pieces of Krupp artillery. The wounded were already over 200 in number, and there was absolutely no transport whatever; the thermometer was, moreover, at 100 degrees in the shade. It would have been the greatest disaster of modern times, as it would most certainly have involved the destruction of the Legations and Peking community, who could not for one day have withstood the artillery and discipline of the 20,000 European-drilled troops, which would then have attacked them with all the prestige of victory. This unspeakable calamity was obviated by the steadfastness of Captain Edward Bailey, R.N., of H.M.S. *Aurora*, who blantly remarked that they could leave Tientsin if they liked, but he was going to remain; his superior officer, Admiral Seymour, had given him definite orders, and at all hazards he would obey them. This at once extinguished the proposal. Wogack, then a colonel only, supported the Englishman."

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 15th June.

SUN YAT SEN RETURNING TO CHINA.

Sun Yat Sen, the Chinese reformer, left Honolulu for China on the 5th inst.

It is stated that his return is aimed at the overthrow of the Empress Dowager and Mandarins, and that he is backed by a strong force.

FURTHER RIOTING AT ST. PETERSBURG.

Serious labour riots have occurred at St. Petersburg, an armed force being necessary for their repression.

THE PLAGUE.

During the 48 hours ending at noon on Monday there were reported 59 fresh cases of plague (54 Chinese, 3 other Asiatics, and 2 Europeans) and 51 deaths (48 Chinese, 1 other Asiatic, and 2 Europeans). Last week's figures were—151 cases and 151 deaths, a slight decrease from the previous week's 161 cases and 155 deaths.

As we reported in our issue of yesterday, the death of another European from plague was rumoured in town on Sunday. The rumour now turns out to be fact, the victim being Mr. Ernest Karl Thoenert, manager of the China Export, Import, and Bank Company, 10, Des Voeux Road Central. The deceased resided on the premises of the company for two and a half years. He was sick for nine days with fever, and this ultimately developed into intestinal plague, to which he succumbed on Sunday afternoon. Typhoid fever was at first rumoured to be the cause of death, but this was disproved by a post-mortem examination held at the public mortuary, whither the body was removed. The deceased, who was attended by two German doctors, was an athlete and a splendid oarsman, and had taken part in several international rowing contests here. The funeral took place yesterday afternoon at Happy Valley, and was attended by many friends of the deceased.

The first case of a soldier being seized with the disease during the present epidemic was reported yesterday. The patient is a soldier in the Engineers, Lambert by name. He is 24 years of age, and was stationed at Wellington Barracks. Lambert, who has been removed to Kennedytown Plague Hospital, has only been a short time in the colony, having arrived a few weeks ago with a relief detachment of Engineers.

Miss Herbst, Mrs. Brownhill, and Mrs. Willoughby are making satisfactory progress. The other Europeans still continue to do well.

Victor Cruz, a Portuguese residing at 40, Bridges Street, and a Chilean from Wanchai named Mari (address unknown) were among the admissions to the hospital during the 24 hours ended at noon yesterday.

These returns also include an Indian watchman from the Taikoo Sugar Refinery and a Japanese from 70, Wellington Street.

An Indian woman from McGregor Street succumbed to plague yesterday morning.

Two Indian patients have been discharged from hospital cured. One is a watchman at Taikoo Sugar Refinery and the other a military dhoolia bearer from Kowloon.

A dead rat was found yesterday morning in a room on the basement floor at Government House. H. E. the Governor has requested the sanitary authorities to disinfect at once all the rooms in the basement.

At the Supreme Court yesterday afternoon Mr. Grist called the attention of his Honour A. G. Wise, Puisne Judge, to the condition of the court-room, and suggested that the carpets should be taken up, as they only served to harbour plague germs. His Honour jocularly remarked that it was unfair to expect too much, in view of what already had been done to the court-room. Only the other day, for the first time in its history, the court had been thoroughly swept and washed out. He would suggest, however, that the carpets be taken up.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Sunda* left Singapore for this port on the 16th inst., at noon, with the outward English Mails, and is due here on the 18th inst., at about 2 p.m.

The N. Y. K. steamer *Tanaka Maru* (Australian Line) left Manila for this port on the 16th inst., p.m., and is expected here to-day.

The N. P. steamer *Tacoma* arrived at Tacoma from Japan and Hongkong on the 14th inst.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., which left here on the 16th ult. for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 13th inst.

The T. K. K. steamer *America Maru*, with mails, &c., from San Francisco to the 29th ult. via Honolulu, has arrived at Yokohama, and will leave for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The E. & A. steamer *Australian*, from Sydney, &c., left Manila on Sunday for this port.

The O. S. S. steamer *Ision* left Singapore on Sunday, and is due in Hongkong on 21st inst.

The O. & O. steamer *Coptic*, with mails, &c., left Shanghai for this port yesterday at 10 a.m.

The Barber Line steamer *Healthton*, from New York and Straits, left Manila on the 16th inst., and is expected here on Wednesday, the 19th inst.

The Imperial German mail steamer *Sachsen*, left Kobe via Nagasaki and Shanghai on Sunday, the 16th inst., p.m., and may be expected here on or about Wednesday, the 26th inst.

COLLAPSE OF A HOUSE.

THREE MEN KILLED.

On Saturday afternoon, at about four o'clock, a collapse took place at a block of eight houses undergoing reconstruction in High Street, three men being killed and two injured—one, it is believed, seriously. The building is owned by Hop Yik, contractor, Wyndham Street, and was having an extra storey added. First accounts of the disaster are vague, but from what has been gathered it appears that the party-wall supporting Nos. 45 and 47 suddenly gave way and fell inwards down to the basement floor. Three carpenters and two masons who were employed on the reconstruction work were carried with the falling masonry and buried in the debris. The crash and the cries of the excited and alarmed people who witnessed the lamentable accident attracted the notice of several Europeans—among others Mr. A. Denison, architect, Mr. G. C. Madden, and Mr. A. Sheffield. Nothing definite was known as to how many men were underneath the ruins, but that there were several was felt to be almost certain, and means were at once taken to rescue them. In a short time the two stone-masons were rescued and sent off to Government Civil Hospital in ambulances. A number of police, under the charge of Inspector Baker and Sergeant McHargy, had by this time arrived from No. 7, Police Station and assumed active control of the work of rescue. Their first act was to clear the street of the crowds who stood gazing at the ruined house, this step being rendered advisable by the frail appearance of the adjoining building, which looked as though the work of removing the debris would bring it with a rush to the ground. It was not until after midnight that the body of the first carpenter was recovered, and an hour afterwards the rescue party came upon that of the second. Both were taken to the mortuary. The third body was not unearthed until two o'clock on Sunday afternoon. Judging by the amount of material that covered them, the unfortunate men must have been killed instantaneously. As evidencing the remarkable antipathy felt by the Chinese to entering an hospital, it may be remarked that the two masons who were rescued in an injured condition refused to go into hospital, and were carried back to West Point Police Station. One of them has since complained of internal injuries, and has at his own request been admitted to the Government Civil Hospital. An enquiry into the circumstances attending the disaster will probably be held.

SUPREME COURT.

Monday, 17th June.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUISNE JUDGE).

TROUBLE ABOUT A WATCH.

Lock Hing Nam sued J. Ulmann & Co., watchmakers and jewellers, 74, Queen's Road, for the return of \$100 on the price of a watch sold to the plaintiff by the defendants.

Mr. J. S. Harston, solicitor, appeared for the plaintiff, and Mr. E. J. Grist, advocate, for the defendant.

Mr. Harston explained the facts of the case, which were as follows. On or about September, 1900, the plaintiff bought from the defendant a Chinese gold watch, and was so pleased with it that he determined to buy another from them. He ordered the second watch, and said he wanted it made with a repeater movement. On the 4th of May this year the plaintiff called at the defendant's shop, and saw the manager, who told him that the watch was in proper working order. The plaintiff asked:—"Does the case weigh three ounces in gold?" The defendant's manager replied:—"Yes, it does, and if it were possible I should weigh it; but the movement of the watch is so complicated that I would advise you not to have it weighed, as the movement might thereby be impaired." The plaintiff said:—"Well, I should like to have the case weighed," and the defendant's manager answered:—"If you have it weighed I won't have the watch warranted for three years" (referring presumably to the firm's custom of guaranteeing watches for three years). The manager added:—"If the watch-case does not weigh three ounces in gold, I will return \$100 out of the sum of \$300 you are going to pay for the watch." The plaintiff asked:—"Will you add that to your bill?" and the manager said:—"Yes," thereupon writing the agreement on the bill. This, Mr. Harston submitted, constituted an undertaking on the part of the defendant to refund the sum of \$100 if the watch-case did not weigh three ounces. The plaintiff read the bill through, and found added certain figures in brackets:—"89.45 grs." He asked for an explanation of these figures, and the manager replied:—"It's all right. If you read you will see that I undertake to return \$100 if the watch-case does not weigh three ounces in gold." The plaintiff found this to be so, and paid the money—\$300—for the watch, which he took away with him.

A day or two later he had the watch-case weighed at Messrs. C. J. Gann and Co.'s, and discovered that it did not weigh three ounces—further, that it was not even the weight of 89.45 grammes. He consulted Mr. E. J. Grist, solicitor, and certain correspondence between the parties ensued, and the case was finally taken into Court.

The plaintiff, Lock Hing Nam, was called and gave evidence. Mr. Grist afterwards cross-examined.

The watch was taken to pieces in Court by one of the defendant firm's Chinese workmen and the case weighed by a European from Messrs. Gann. Weighed with steel which Mr. Grist held formed part of the case, it weighed 89.45 grammes. Without the steel, which Mr. Harston contended was not part of the case, it weighed 88.1/10 grammes.

His Lordship, after hearing arguments, entered judgment for the plaintiff, with costs.

Journalism in Greenland is represented by a single newspaper, founded and conducted by Mr. Goeller, who is editor, printer, publisher, and newsagent all in one. The offices of the paper, which is a bi-monthly, are at Godthaab, and once a fortnight Mr. Goeller performs a long journey on skates to dispose of his journal. Originally nothing more than a collection of crude illustrations, Mr. Goeller gradually introduced into his paper first words and then sentences, and finally articles on the affairs of the day. In fact, he may be said to have actually taught many of his subscribers to read.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MUNICIPAL FREEDOM.

TO THE EDITOR OF THE "DAILY PRESS."

17th June.
SIR,—In continuation of my letter signed "T," published in your issue of the 24th May last, I beg to recommend the early adoption of high iron ventilating pipes for the better ventilation of all existing Chinese tenement houses, or rather human rookeries. These pipes are provided with revolving rain-proof caps with connecting appliances for the interiors of ground and upper flats of each house. They enable the wind to draw out the foul air from the dark and fetid interiors of the various flats and yards. The suction is continuous and goes on day and night, the void being filled with fresh air which rushes in from the outside. The revolving cap is so constructed that the mouth always faces in the direction the wind is blowing, so that there is no possible chance of the foul air being blown back down the pipe. These ventilating pipes are simple in construction and easy to put up. They must project beyond the roof, high enough to catch the wind, and should be fixed outside the houses, the openings connecting the interior of each flat being protected with iron gratings.

I strongly recommend these pipes for the ventilation of the main sewers of the city. I shall be glad to furnish particulars of my design to anybody who may care to apply for them.

In the meantime, all the traps and gullies of the city should be daily flushed and cleaned. But as the tenants cannot be expected or depended upon to do this regularly, it would be better for the Government to take the drainage question in hand without further delay.

If a system has been proved to be a failure, it is reasonable to expect it to turn out a success? To expect good from the present state of sanitation in this Colony, one might as well expect the moon to turn into a green cheese.

We must protect the trade and commercial reputation of our port at all costs, no matter if we have to sacrifice lakhs of dollars.

Why should the Government hesitate, when trade and shipping, the life blood of the Colony, is being paralysed from year to year.

With our hobby of human rookeries and foul drains, how can we blame the plague germs for having such an affectionate attachment for this Island of Fragrant Streams?

Not until these rookeries are resumed and demolished by the Government and the existing system of drainage improved or remodelled, can the Colony ever expect to be free from plague, typhoid, malaria, &c., and the sooner this is recognised the better it will be for the trade and prosperity of the port.

In all resumed areas the Government should introduce the system of "twin" or semi-detached houses, as suggested in my letter of the 22nd ultimo.

The Government cannot help sacrificing its revenue, as good things cannot be had cheap.

Regarding the proposed experiment of fumigating the houses in the district bounded by Graham Street, Wellington Street, Shing Mong Street and Caine Road, may I ask whether the results would be so beneficial as anticipated?

If the traps, gullies and drains in this district are allowed to remain in their present foul and poisonous condition, I do not see what benefits will be derived by fumigating these houses.

The poisonous germs may be destroyed by the process of fumigation, but will not these very houses get recharged with the same poisonous gases after they have been released? I therefore ask, will the good effects be permanent, and will they counterbalance the annoyance and inconvenience occasioned?

Again, what about the rats? Of course these found dead in the houses will be picked up and destroyed, but what about those in the holes and other hidden places? These will be left to rot, I suppose, and remain undiscovered until the stench is unbearable and the air inside the houses is poisoned and full of germs, perhaps of plague.

In my opinion it would be dangerous to kill rats by fumigation unless there is a certainty of collecting the whole lot of them. It is far different with the holds of ships, when there is every possibility of the whole colony of rats being killed and collected.

People are so scared of plague now that a dead rat, let alone a rotting one, is sufficient to unbalance their minds.

Fumigation is beneficial, but only when carried out judiciously under favourable circumstances. Instead of having the houses fumigated why not have them thoroughly washed out by a liberal use of fresh water and disinfectants? The tenants could do this themselves under the supervision of the officers of the Sanitary Board. This would result in some practical good being done. Water would clear the houses of their filth and help to flush the drains, and disinfectants would purify the air.

This would not necessitate the wholesale vacation of houses by their inmates as in the case of compulsory fumigation; and it will not be necessary for whole families of respectable Chinese women and children to stand or sit in the streets for hours in the broiling summer sun, and during all this time, open to the vulgar gaze of crowds of ignorant coolies and loafers. Is this going to be one of the beneficial results of fumigation?

By decrying the proposed experiment of fumigating this district it must not be taken, for one moment, to mean that I am in any way a prejudiced obstructionist.

I merely compare the two experiments, pointing out their advantages and disadvantages in the sole hope that the best choice will be

adopted for the benefit of the people and the Colony.

Under existing circumstances, I am of opinion that a thorough cleansing of the houses by a liberal use of fresh water and free disinfectants will give far better results than four hours of fumigation. Sunlight, fresh air and water are Nature's cures and therefore the most reliable. I am sure the Chinese would be only too glad to wash and clean their houses, and in case a house was found to be imperfectly washed the superintending officer could order the operation to be repeated to his satisfaction.

Co-operation of this nature would prevent irritation, and give satisfaction to all concerned.

Thanking you for trespassing upon so much of your valuable space.—I am, yours, etc.,

TSE TSAN TAI.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 9th June.

THE DECISION OF THE SUPREME COURT. The cabled information concerning the decision of the Supreme Court in the much agitated question of the constitution following the flag, came like thunder out of a clear sky. The first intimation was received last Thursday, and was addressed to the Civil Commission. As it happened the Commission was spending the day in the town of Pasig, discussing provincial government with the delegates from Manila and Morong provinces, but a special launch was sent up the river to deliver the communication without delay. This cable was from the War Department at Washington, but it was so indefinite that it only served as an intimation of the actual facts and opened wide the field of speculation. The next day some of the business houses heard from their American agents, and the impression rapidly gained ground that under the decision of the court they would soon have all their customs duties returned to them. Many of the firms have been paying duties under protest, anticipating a favourable ruling of the Supreme Court in the Porto Rico case and expecting that the same ruling would extend to the Philippines.

If this should come to pass many of the Manila houses would be made very wealthy. The liquor and provision men would especially be benefited, as such firms as the American Commercial Company and the Pacific Oriental Trading Company have paid out thousands upon thousands of dollars, which of course they have not lost, as they, like all other business men, have made the public pay the duty in the long run. To refund the duties would be to make a simple dear gift to them.

The city was full of these legitimate speculations and numerous others, including the possibility of trial by jury, universal suffrage, territorial government, booms in hemp, tobacco, and sugar, under free trade with the United States, and so on to infinity. It was not until Sunday afternoon that definite and final word was received describing the action of the Supreme Court. This came in the shape of a carefully considered and clearly worded cablegram from the Secretary of War to President Taft. It is self-explanatory, and the following is the text:—"Supreme Court holds that uniformity of duties clause of the Constitution does not apply to the Government of the islands ceded by Spain; that Congress has power to impose Customs duties on imports from Porto Rico and that such duties levied under the Foraker Act are lawful. The Court also holds that imposition of duties on merchandise imported from the United States into Porto Rico before the session was a valid exercise of the President's power as Military Commander, and that the same duties imposed after the session and before the passage of the Foraker Act were invalid, because the United States having both title by cession and peaceable possession, Porto Rico ceased to be a foreign country within the terms of the Dingley Tariff. The Court did not decide the case raising the question of the power of Congress to impose duties in Porto Rico on imports from the United States, which is objected to as constituting an export tax in violation of the Constitution Article I, section 9. The Court did not decide the case which raised the question of the right of the President to impose duties in the United States under the Dingley Act upon merchandise imported from the Philippine Islands after the ratification of the Treaty of Paris. The most obvious distinction between the status of Porto Rico and the Philippines after the session, indicated in the opinions of the court, is in the fact that Porto Rico was at the time of cession in full peaceable possession while a state of war has continued in the Philippines. As the question of the President's power to impose duties in the Philippine Islands under the existing conditions of military occupation has not been decided by the court, the President has determined to continue to impose duties as heretofore. We hope for further decisions by the Supreme Court shortly after it meets in October and before the meeting of Congress. The revision of the Philippine Tariff proposed by you (Taft) will be considered in a few days. [Signed]—Root, Secretary War."

In view of this condition of affairs it may be possible that Washington will see fit to continue the military government of the Philippines indefinitely, or at least until Congress meets at the end of the present year.

In the meantime the Civil Commission is carrying on its work without interruption, though this latest change in the political situation has considerably embarrassed its legislation. It is quite possible that the complete change which it was believed would occur on 1st July, when the Civil Authorities were to succeed the military, may be considerably delayed.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 4 p.m. on Tuesday, the 11th June, 1901.—Present: Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Messrs. A. Haupt, W. Poate, R. L. Richardson, H. A. Ritchie, N. A. Siehe, H. E. Tomkins, Hon. J. Thurburn (ex officio), and E. C. Wilcox (Secretary).—

MINUTES. The minutes of the previous Monthly Meeting (held 16th May) were read and confirmed.

THE GENERAL COMMITTEE. Read letter from Hon. J. J. Keewick addressed to the Secretary tendering his resignation as a member of the Committee, as he was leaving the Colony, and expressing his good wishes for the continued usefulness of the Chamber.

THE CHAIRMAN proposed that Mr. J. J. Bell Irving be invited to accept the vacant seat. The Vice-Chairman seconded.

CARRIED UNANIMOUSLY. NEW MEMBER OF THE CHAMBER. The SECRETARY reported that Messrs. E. Pabany & Co. had been elected to membership of the Chamber since the last monthly meeting.

MEDICAL INSPECTION OF PASSENGERS. A letter having been received on the 18th May, from the Superintendent of the P. & O. S. N. Co., calling attention to the pressing need for improvement in the manner in which the medical inspection of shipping visiting this harbour is carried out, making suggestions for its improvement, and asking the Chamber to make representations on the subject to H.E. the Governor.

This letter was submitted to all the shipping firms and agencies, and their unanimous endorsement and approval having been obtained. A letter was drafted, and, on the 1st June, was forwarded to the Government, together with copy of Mr. Ritchie's communication.

Read letter from the Government in reply to above dated 7th June, stating that H.E. the Governor fully realises the importance of the subject and proposes to amend the quarantine regulations as suggested.

The CHAIRMAN said he thought that was very satisfactory so far.

PROHIBITION OF CHINESE IMMIGRATION FROM HONGKONG INTO STRAITS SETTLEMENTS. The SECRETARY reported receipt of letter from Government, dated 28th May, enclosing copy of telegram from Colonial Secretary, Singapore, of same date, as follows:—"Chinese coolie immigration prohibited by vessels sailing from Hongkong after 29th May." Copies of same were supplied to the local Press.

On the 3rd June a letter was received, signed by the Shipping Firms and Agencies affected thereby, requesting the Chamber to represent to the Government the hardship entailed upon them by this prohibition, which was opposed to the Venice Convention, and begging that the matter be referred to the Secretary of State for the Colonies, with a view to obtain the speedy cancellation of the prohibition on immigration.

A letter was accordingly, on the 6th June, addressed to the local Government to that effect, and a copy of the letter from the Shipping Firms was enclosed therewith.

THE SALTATION OF THE COLONY. Consequent upon a suggestion made by Mr. W. Poate, on the 31st May, after consideration, the Committee decided to make a representation to the Government calling attention to the serious damage being done to the trade of the Colony by the present serious epidemic of plague and the necessity for taking every available means to restrict the ravages of the disease and to improve the sanitation of the port, and

A letter was accordingly, on the 7th June, addressed to the Acting Colonial Secretary on the subject.

The CHAIRMAN said no reply had, as yet, been received to their letter. As they were aware, he himself had not been in favour of the Chamber taking up this question, as he had a holy horror of its interfering in any way in local politics. However, he was alone in this opinion: the rest of the Committee were unanimous on the point (the Hon. Mr. Thurburn, being only an ex officio member, abstained from giving an opinion); and he could only say that the letter had been most carefully drafted, and was most moderately expressed. He quite agreed with its terms; the only point of difference between himself and the Committee being that he thought the representation would have come better from the ratepayers.

Mr. RITCHIE said he thought the matter was decidedly one for the Chamber to take up, as the sanitation of the port greatly affected the shipping. Other members coincided with Mr. Ritchie's opinion.

In response to the CHAIRMAN. Hon. J. THURBURN expressed the opinion that the Chamber was going out of its province to interfere in municipal matters, but the letter had gone in, and it was no use now to express his view.

The CHAIRMAN—Yes, it has gone in, and it cannot do any harm, and we hope it will be productive of much good.

THE CHINESE TARIFF QUESTION. Read letter received, on 5th June, from the London Chamber of Commerce, dated 3rd May, acknowledging receipt of the Chamber's telegram of that date, on the proposal to double the Chinese Tariff without provision being made for the redress of taxation and other mercantile grievances, and forwarding copy of covering letter to the United Secretary of State for Foreign Affairs, to whom it was promptly transmitted.

Much satisfaction was felt at the promptitude shown by the Secretary of the London Chamber in the matter.

The CHAIRMAN said there was nothing further to say on the question just now. The Foreign Ministers had, he heard, decided to make the 5 per cent. tariff effective, and the Chinese Government had undertaken to pay an indemnity of Tls. 450,000,000. The details of the security were now being discussed.

With regard to this subject, the SECRETARY stated that letters were received from the Government, on the 25th May, transmitting copy of telegram from H.B.M.'s Consul-General, Bangkok, announcing that vessels from Hongkong should call at Koh Phai for quarantine; and, on the 31st idem, enclosing copy of despatch from H.B.M.'s Consul at Swatow, intimating that that port had been declared by the Shanghai Authorities to be infected with plague.

Receipt of both letters had been duly acknowledged, and the local Press notified of the facts.

AMERICAN TELEGRAPHIC COMMUNICATION WITH HAI KANG. The CHAIRMAN said it had come to his knowledge that the Government of the United States intended laying a cable line from America to the Philippine Islands, which no doubt would be extended to Hongkong. The effect of this would be to lower the present excessive telegraphic rates.

The members of the Committee hailed with satisfaction the prospect of having in the near future reasonable telegraphic rates.

This was all the business of public interest before the meeting.

The following is the reply of the Government on the subject of the sanitation of the Colony, the rest of the correspondence above referred to being held over until to-morrow's issue:—
Colonial Secretary's Office,
Hongkong, 13th June, 1901.

SIR, I am directed to acknowledge the receipt of your letter of the 7th instant, and to inform you that His Excellency the Governor joins with the Chamber of Commerce in the regret that here, as in India, the anxious efforts of the Government have failed to control Bubonic Plague, or to materially check its ravages.

As to the various matters on which the Committee of the Chamber of Commerce have been long enough to give their views, they have good enough to give their views, they have long been subjects of most anxious consideration by those whose professional knowledge and experience best fitted them to advise upon them, and some have been dealt with by the Legislative Council. His Excellency would suggest that as the Chamber of Commerce is directly represented in the Council, it should request its representative to bring its views before that body, where the grounds for assumptions which appear to have been somewhat hastily adopted may be clearly stated and fully answered. His Excellency instructs me to add that nothing could more contribute to the commercial losses pointed out in the fourth paragraph of the letter than reckless statements, some untrue, and others greatly exaggerated, that have appeared from time to time in the public Press; and the importance of these statements to the members of the Committee of the Chamber of Commerce, without investigation or adequate knowledge, is not calculated to allay fears that, if continued, may permanently affect the prosperity of this Colony, dependent as it is upon the business incidental to a great shipping port of call. The Governor observes with satisfaction that the Committee of the Chamber of Commerce are prepared to accept cheerfully the increased taxation that will probably be necessary to meet the heavy expenses of contemplated measures for the general improvement of sanitation.

I have the honour to be, Sir, Your most obedient servant,
T. SHERCOMER SMITH,
Ag. Colonial Secretary.

The SECRETARY,
Chamber of Commerce.

POLICE COURT.

Monday, 17th June.

BEFORE MR. HAZELAND.

ILLICIT POSSESSION OF OPIUM. The complainant of the s.s. *Charterhouse* had twenty tins of prepared and twenty-five tins of gross opium in his cabin, but no certificate to show that he had a right to be in possession of such a large quantity, and hence the charge.

Excise Officer Spooner told his Worship, in answer to a query, that he had no desire to press the charge seriously or to ask for the full penalty.

The complainant claimed he kept the opium for the ship's coolies.

A fine of \$150 was imposed, with the option of six weeks' hard labour.

There were nine more cases of the same nature, the quantities of opium found varying from one to eight mace, and the fines ranging from \$2 or eight days to \$25 or three weeks' hard labour.

BEWYK AND DISORDERLY. John Croft, an English seaman, charged with being drunk and disorderly on Praya East yesterday morning, got \$3 or eight days' hard labour.

Robert Arnold, a Canadian watchman at H.M. Naval Yard, and Joseph Thomas, an American teamster, were both charged with assaulting the Indian watchman of the Hongkong Hotel on the 15th inst.

Croft said he could not remember having struck the watchman. His admission of having had a few drinks, however, explained this lapse of memory.

They were each given \$5 or fourteen days.

CUTTING AND WOUNDING. A Chinese during a quarrel with a countryman at the market picked up a meat chopper and attempted to slice his adversary's head, but only succeeded in inflicting a deep gash.

Sergeant McIlwain prosecuted. Several witnesses were called, but all denied having seen the accused use a knife, though admitting to having seen a struggle. However, his Worship thought the complainant's cut head and sufficient evidence, and told accused he would have to find him guilty of assault and sentence him to a fine of \$15 or one month's hard labour.

DUMPING A DEAD BODY ON THE HILLSIDE. Inspector Collett, in order to get on the track of Chinese who have a habit of simply dumping the body of the plague stricken out on the street or the hillside, had several special constables stationed behind bushes on the hillside at Wingloong Street lately.

Between four and five o'clock the other morning one of these special guards saw a Chinese approach with a dead countryman hanging over his shoulder, whom he suddenly dumped in the road.

The constable laid hold of him. A struggle ensued, and the Chinese got away, not, however, without leaving his jacket and hat as a pledge.

The hat appeared to belong to a riskless coolie, and with this clue Inspector Collett set to work, and soon had the owner traced. It turned out that the hat had once belonged to this man, but that he had given it away to another coolie. At last the new owner of it was found, and the charge brought home. Another coolie who had acted as watchman for the accused while the latter attempted to dispose of the corpse gave evidence against him.

Accused was given the option of paying a fine of \$25 or going to prison and doing hard labour for six weeks.

BEFORE MR. KEMP.

NEGLECTING TO REPORT PLAGUE CASES. Mrs. Maria Raymond, widow, of No. 110, Hollywood Road, was charged with neglecting to report a case of plague which occurred in her house.

Defendant—I did not know that I must report sickness. Woman die, I call policeman. I know nothing what sick woman got. It was my Worship—Either you must prove it was no plague case or that you did not know it was.

Dr. Bell testified to having examined the body of a Chinese female said to have died at No. 116, Hollywood Road, and found she had died of plague. The babe was quite visible.

His Worship discharged defendant.

Another case was that of a Chinese woman living at 41, Wellington Street, who was charged with concealing the fact that she had a plague case in the house. Accused pleaded ignorance of the nature of the disease and was discharged.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 8th inst. It would appear that the Provisional Government exercises a Press censorship, for there are practically no details about the Taku Road affray on the 2nd inst., beyond the mention of the fact that the inciting cause was the closing of one of the low houses in the neighbourhood.

Li Hung-chang is enrolling additional police to preserve peace now that the foreign troops are withdrawing.

The Wu Yin-tien Hall of the Imperial Palace where all official records were kept, was burnt to the ground on Tuesday night.

It is reported that the Chinese have asked the Japanese to organise a police force 2,000 strong for the preservation of order in Peking.

The *Je Se* states that they hear from Peking that the railway will shortly be handed back to the Chinese, a foreign guard being posted at each station.

The Chinese are sending troops to guard the Grand Canal, East River and North districts against brigands, these being outside the P. G. jurisdiction.

Wu Ting-fang has telegraphed to Li Hung-chang from Washington urging him to strongly oppose the opening of China, and the development of mines by foreigners.

General Voyron has for the better preservation of the general peace, prohibited his men from entering the British Settlement, wisely considering it best to consider this Settlement out of bounds, in the same way as we have always regarded the French Settlement. "We trust the arrangement will work well."

Count von Waldersee left here on Tuesday evening more quietly than he came, detachments from all the troops here forming guards of honour at the Station. His task has been an ungracious one throughout and all things considered the old and distinguished soldier is to be congratulated on the admirable tact he has displayed throughout, and the amiable relations he has been able to maintain with the various commanders more or less under his direction. That this good understanding was none the less due to the sensible appreciation of the difficulties of the situation which military commanders of all nationalities displayed, goes without saying, and must have contributed greatly to reduce the complications of responsibilities which H. E. is, we believe, very glad to relinquish in returning home.

In handing over the supreme command of the Allied Forces, Count von Waldersee extended his hearty thanks to Lieut.-General Gaselee and the officers under him for their co-operation with him in service.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W. J. W. KEW, Manager, 19c, Hollywood Road, Hongkong, 18th December, 1900. [1486]

CARBOLINEUM-AVENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGERS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [372]

SIEN TING. SURGEON DENTIST, No. 10, PAGULAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 22nd September, 1891. [552]

NOTICE. TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTOWN for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents, Hongkong, 14th February, 1901. [508]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO. Hongkong, 14th February, 1901. [5]

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [89]

AUTOMATIC MAUSER PISTOLS. CALIBRE 7.63 mm. ERECTION FOR 10 CARTRIDGES, FIRING 10 SHOTS IN 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900. [75]

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I., A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI). Extreme Length, ... 523 feet. Length on Blocks, ... 513 " Width of Entrance on Top, ... 88 " Width of Entrance on Bottom, ... 77 " Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAJIMA). Extreme Length, ... 371 feet. Length on Blocks, ... 354 " Width of Entrance on Top, ... 66 " Width of Entrance on Bottom, ... 53 " Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [611]

FOR SALE. ONE SECOND-HAND HOE NEWSPAPER PRINTING MACHINE.

PRINTING A SHEET 27 BY 40 INCHES. THIS Machine is in good condition, and is being sold, as it has been replaced with a Larger and Quicker Machine.

Apply—MANAGER, Hongkong Daily Press Office, Hongkong, 1st April, 1901.

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements. 36A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gaupp & Co. Hongkong, 20th March, 1901. [797]

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants. For Particulars, apply to R. C. WILCOX, 8, Beaconsfield Arcade, Hongkong, 22nd May, 1901. [1309]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish Pumps, &c., on STEAM ENGINES, GAS and OIL ENGINES, ROLLERS, PUMPS, LATHES, DRILL PRESSES, PLANES, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINISTS' SMALL TOOLS, BUILDERS' HARDWARE, &c. Made in America (U.S.A.). Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO., Hongkong, 3rd December, 1900. [125]

NEW ADVERTISEMENTS

NOTICE

WE have This Day Authorized Mr. WILHELM NAGEL to Sign our First PER PROSECUTION.

LEOPOLD STATZ & CO.
Hongkong, 17th June, 1901. [1526]

THE TRADE MARKS ORDINANCE, 1898.

NOTICE IS HEREBY GIVEN that the HOTSZ JACOB & COMPANY have, on the 10th day of JUNE, 1901, applied for the Registration in Hongkong in the Register of TRADE MARKS of the following "TRADE MARKS":—

- A distinctive label showing the Manufacturers' Warehouse. Above the factory are printed the words "HOTSZ JACOB & CO. Hongkong and China," and the long name of the Firm in Chinese. Below the factory are printed "Extra Machine Thread made in Belgium."
- A circular label, in the centre of which is the device of a Unicorn surrounded by a ring, having printed upon it the long name in Chinese.

In the name of HOTSZ JACOB & CO., who claim to be the Sole Proprietors thereof.

The TRADE MARKS have been used by the Applicants for 2 years now last past. There are no similar marks in use by other persons in Hongkong or elsewhere.

SEWING COTTON on spools or reels in Class 23.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and at the Office of the undersigned.

WILKINSON & GIBST.
Solicitors for Applicants.
Dated the 17th day of June, 1901. [1525]

PUBLIC AUCTION.

THE Undersigned have received instructions To Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY,

the 20th inst., at 2.30 p.m., at their Sales Rooms, Ten Horse Street, SUNDAY HOUSEHOLD FURNITURE.

Comprising: IRON BEDSTEADES with WIRE HAIR MATTRESSES, TEAKWOOD SIDEBOARD with GLASS, BOOKCASES, CHEST OF DRAWERS, GLASS and CROCKERY WARE, CUPBETTS, RUGS, STOVES, SHANGHAI BATHS, PICTURES, &c., &c.; Also

A Quantity of BLACKWOOD FURNITURE.

And One PLEMOGRAPH, One GRAPHOPHONE, &c., &c.

Terms:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 18th June, 1901. [1527]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 18th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 17th June, 1901. [1523]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Telford, will be despatched as above on FRIDAY, the 21st inst., at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th June, 1901. [1524]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London, or as per P. H. in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 p.m. TO-DAY, the 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 24th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th June, 1901. [1522]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex s.s. "Mauritiano," transhipped at Trieste.

From Trieste, ex s.s. "Imperator," transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd of June will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 17th June, 1901. [1521]

INTIMATIONS

NOTICE

A MEETING of His Majesty's Justices of the Peace will be held at the Magistrate's Court, at 2.30 p.m. TO-MORROW (WEDNESDAY), the 19th day of JUNE, 1901, for the purpose of considering the following application:—

From one MORITZ FREIMANN for the transfer of his Publican's Licence to sell and retail intoxicating Liquors on the premises situate at Nos. 232 and 334, Queen's Road Central, under the sign of "The Land We Live In Hotel" to one ADOLPH FREIMANN.

E. A. HAZELAND,
Acting Police Magistrate.

Hongkong, 12th June, 1901. [1483]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE AMERICAN TOBACCO COMPANY, carrying on business at Victoria, in the Colony of Hongkong and elsewhere, as Tobacco Merchants, have, on the 5th day of March, 1901, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:—

- The distinctive device of half of a Star surrounded by a wreath of all stars which form a semi-circle. Above the said device are printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Golden Light" and under the said device are printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Long Cut Virginia Smoking." Underneath all the above appear the names "W.M. S. KIMBALL & Co., The AMERICAN TOBACCO CO. Successors."

2.—In combination with the undermentioned device and on the front of the label appears the distinctive device of a diamond having on its right and left sides a diamond having within the diamond is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the letters A.T.C. Underneath the device appears the name of "The AMERICAN TOBACCO CO." In combination with the above device and on the back of the label is depicted a circle within which is the device of the head and shoulders of a Red Indian in full war paint and dress and with a head decoration of feathers. Round the circle is depicted the rays of the sun.

3.—In combination with the undermentioned device and on the front of the label appears the distinctive device of an angel man dressed in ragged clothes with long white hair hanging down over his stooped shoulders. He is depicted walking in a field with a staff in his left hand and with his right hand outstretched. In the left pocket of his ragged coat is a bottle and on his back is hanging a satchel suspended by a strap. The word "Old" appears in front of his forehead and the word "Bip" appears at the back of his head, and underneath the word "Old" appear the words "Long Cut" at the bottom of the label appears the name of "The AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted in a circle the head and part of the shoulder of a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

4.—In combination with the undermentioned device and on the front of the label is depicted the distinctive device of a Stock Exchange tape registering machine standing on a table inside a square. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Preferred Stock" and underneath the said device is the name of the Company, "The AMERICAN TOBACCO CO." In combination with the said device and on the back of the label is depicted the same device inside a circle and above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Preferred Stock."

5.—In combination with the undermentioned device and on the front of the label appears the device of the facsimile of the seal of the State of North Carolina consisting of two women in Grecian costume. One woman is sitting down and is holding in her hand a scroll of manuscript together with a red upon which a red cap is suspended. In front of her and with her two arms and right leg bare is standing a woman leaning with her right arm upon a large shell. She has her left arm outstretched and in her left hand is a leaf of tobacco. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Seal of North Carolina Plug Cut," and underneath the said device is the name of "The AMERICAN TOBACCO CO. Successors to MARBURG BROS." In combination with the said device and on the back of the label is depicted the same device as above described and over it is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Seal of North Carolina."

In the name of THE AMERICAN TOBACCO COMPANY, who claim to be the Proprietors thereof.

The said TRADE MARKS have been used by the applicants for many years in respect of the following goods:—

Unmanufactured and Manufactured Tobacco of all kinds, Cigarettes, Smoking Tobacco, Snuffs, Cheroots and Cigars in Class 45.

Facsimiles of the said TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and also at the office of the undersigned.

Dated the 16th day of March, 1901.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

781]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS,

60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.E. M.Y.C.E.

E. O. MURPHY, W.E. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

TO LET.

TO LET.

IMMEDIATE POSSESSION. ONE LARGE GODOWN, No. 85, PRATA EAST.

Apply to— I. P. MADAR, Victoria Hotel, Hongkong, 8th June, 1901. [1450]

TO LET.

NO. 2, QUEEN'S GARDENS, 6th 15th August, 1901. FURNISHED.

Apply to— S. J. DAVID & CO. Hongkong, 8th June, 1901. [1451]

TO LET.

(From 1st April next).

TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BULCHER'S BAY on M. Lot 23.

Apply to— JOSEPH & CO., 1, Duddell Street, Hongkong, 26th March, 1901. [865]

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES at LIGHTON HILL.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd May, 1901. [66]

TO LET.

TWO ROOMS on the GROUND FLOOR, BELILIOS TERRACE, No. 6, with Dependencies.

Apply to— J. ULLMANN & CO., 74, Queen's Road Central, Hongkong, 1st June, 1901. [1490]

TO LET.

POSSESSION APRIL 1st.

NO. 1, STEWART TERRACE.

Apply to— J. W. NOBLE, Hongkong, 6th March, 1901. [601]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHUR, 2, Poddar's Hill, Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY, "VERITAS," BEACH ROAD WEST, FLEETSTOWN, SUFFOLK, ENGLAND.

Hongkong, 28th August, 1900. [73]

NOTICES OF FIRMS

NOTICE.

THE Business of TAVARES, ROZARIO & CO. will in future be carried on under the name of TAVARES & CO. HANG TAI YONG HONG.

Mr. V. A. ROZARIO having retired from our Firm, his Interest and Responsibility CEASED from This Day.

F. X. M. PLACE TAVARES, L. G. PLACE TAVARES, Canton, 15th June, 1901. [1518]

NOTICE.

MY INTEREST AND RESPONSIBILITY in the Firm of TAVARES, ROZARIO & CO. having CEASED, I shall from This Day carry on the Business of MERCHANT & COMMISSION AGENT under the Style or Name of "V. A. ROZARIO & CO."

V. A. ROZARIO, Canton, 15th June, 1901. [1519]

A. S. WATSON & CO., LIMITED.

DURING the Absence of Mr. A. H. MANCILL, the Company's Secretary, from the Colony, Mr. J. A. TARRANT is Authorised to Sign "Per Secretary."

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 13th June, 1901. [1487]

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. FREDERICK EDWARD RICHARDS in our Firm at this Port, Colombo, and London, CEASED by Mutual Consent on the 5th inst.

DODWELL, CARILL & CO., Foochow, 7th June, 1901. [1488]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901. [1232]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1271]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [194]

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

A. R. MARTY, Agent.

Hongkong, 1st August, 1900. [2794]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTSZ JACOB & CO., Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899, £14,409,059.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

II. FIRE FUNDS, 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1900. [1872]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [29]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL, £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [1285]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Hongkong, 29th May, 1895. [31]

FOR SALE.

RURAL BUILDING LOT 103, BARKER ROAD.

Apply to— HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 31st January, 1901.

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF ELEY'S AND KYNOC'S SPORTING CARTRIDGES AND NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES.

16 " "

12 " "

10 " "

8 " "

Wm. SCHMIDT & CO., Garmisch.

Hongkong, 3rd January, 1901. [1213]

DAVID CORSAIR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING

ARNHOLD, KARBBERG & CO., Sole Agents.

3190]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 39, D'Arquill Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Acro-
matic Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Lee House Street.

MEE CHEUNG.
10a House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bundled and Ceylon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
42 and 44, Des Voeux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey
hound Brand") and Blundell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOE, "Los Filipinos."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & Co.)
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE.

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR
AND CONTRACTOR.

PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Specialty; Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Draggers, Tug-Boats, Launches and Barges
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.

Telegrams "BARLOW," Hongkong.
Telephone, No. 74.
P. O. Box, No. 110.
Office—9, Queen's Road Central.
J. J. BARLOW.
Hongkong, 12th June, 1901.

GENERAL GASELEE'S REPORT.

"The London Gazette" of the 14th ult. contained
a despatch, dated Peking, 17th January, from
Lieut.-General Gaselee, commanding the British
contingent of the China Expeditionary Force,
giving his report to the end of the year. In
his previous despatch, dated 19th August, he
made no reference to the part played in the
attack on Peking by those portions of the
British forces, which were not with him at the
moment of the relief of the Legations, as he
had not then received any reports on their
operations. With these operations General
Gaselee now deals in detail, and describes the
forcing of the Chien-min by Sir Norman
Stewart. General Gaselee then notes the most
important engagements that have occurred since
the occupation of Peking.

"On 17th August I sent a detachment to
occupy the ruins of the railway terminus at
Machup, with a view to asserting our interest
in the railway to Tientsin. Owing, however,
to a Russian report that the enemy were
advancing in force from the Hunting Park
this detachment was withdrawn on 18th
August, and a day or two afterwards the post
was occupied by the Russians without reference
to us. In consequence of this action, at the
request of the British Minister, I sent a detach-
ment to occupy the railway junction at Fengtai
and the walled town of Liukachow commanding
the road and railway bridges across the Hanke.
These posts have been maintained ever since
and have proved of the utmost value in facili-
tating the collection of supplies and of railway
material, as well as in restoring confidence.
On the withdrawal of the Russians in October
from Machup, that post was handed over to
the Germans, and, subsequently, by Field-
Marshal Count von Waldersee's orders, trans-
ferred to the British, to whom the construction
of the railway line from Peking to Huang Hen
was entrusted.

"The most considerable of the subsequent
operations was the punitive expedition to Pao-
ting-fu last October by two columns converging
from Peking and Tientsin respectively. General
Gaselee, who commanded the whole international
force employed, says that this expedition,
although practically bloodless, had, he believes,
a salutary effect in convincing the Chinese of
the power of the Allies and of the uselessness of
armed resistance."

Some observations follow on the services of
the Medical and Commissariat Departments
during the campaign. The Medical Depart-
ment was not severely tested, the number of
casualties on the march to Peking being com-
paratively small, and the river affording an easy
means of transferring the sick from the front
to the base. As regards the Commissariat and
Transport Department, General Gaselee says that,
considering the difficulties of the first
advances, the results were eminently satisfactory.
He adds:—

"The only land transport at first available
was that afforded by the obligatory mules of
regiments, but the foresight and energy of
Gen. Dorward and the naval authorities
secured for the force a sufficient supply of
boats to supplement the transport; while,
thanks largely to the exertions of Com. G.
H. Dorsett, Royal Navy, Capt. R. P. Lee, R.E.,
and Capt. H. O. Parr, 7th Rajputs, to whom
the organisation of the river transport was
first entrusted, and thanks also to the energy
of Capt. D. R. Adye, who commanded the
land transport, the British contingent was
from first to last well supplied with food
and necessities. We have now a well-organised
cart-train, formed chiefly from captured mules
and ponies, and our stocks of food and clothing
are ample and good."

General Gaselee then states that in an over-
sea expedition like this much of the success of
the operations must always be due to the exer-
tions of the Royal Navy and the Royal Indian
Marine, and he places on record the great
assistance he received from Capt. P. F. Tiltard,
Comdr. J. B. Eustace and E. F. A. Gaunt,
Lieut. A. G. Alston, Paymaster E. F. Murray,
and Gunner A. E. R. Brock, of the Royal
Navy, also Comdr. F. H. Elderton and Lieuts.
S. D. Vale, A. Rowand, A. E. Harold, and
E. J. Headland, of the Indian Marine.

"In this connection I would also wish to
notice Mr. Tamplin, Master of the steamship
"El Dorado," who was largely responsible for
unloading transports at Taku."

General Gaselee then calls attention to a
number of officers for their services, amongst
them being:—

"Major-General E. G. Barrow, C.B., as Chief
of the Staff, has throughout given me most
valuable support and assistance. His high
reputation as a Staff Officer is already well
established, but I venture to bring his services
most particularly to your lordship's notice."
"Major-General L. R. D. H. Campbell has
carried out the important duties of General,
Lines of Communication, thoroughly and satis-
factorily."
"Major-General A. R. F. Dorward, C.B.,
D.S.O., was for some time in command at
Tientsin, where he displayed much tact and
judgment in dealing with difficult situations
and gave me invaluable help in pushing on
supplies, while at the same time clearing the
country of gatherings of the enemy who were
threatening to interrupt our communica-
tions. His services throughout have been of a
high order."

"Major-General O'Moore Creagh, V.C.,
commanding 2nd Brigade at Shanghai, although
not actively employed in the field, has fully
maintained his reputation as a thoroughly good
officer, while the fact of his presence at Shanghai,
in a necessarily detached command, has been a
great relief to me."

"Sir W. Hillier, K.C.M.G., who was attached
to my Staff as Political Adviser, has rendered
invaluable services to this force. It is chiefly
owing to his tact and great knowledge and
experience of the country that our relations
with the Chinese round Shanhaikwan have
been so satisfactory."

"The Royal Welsh Fusiliers.—As the only
British Infantry Corps with the force this
regiment was invaluable to me. I understand
they did good service at Tientsin before my
arrival, and I am certainly much indebted to
them for their services on the march to Peking.
I trust Lieutenant-Colonel the Honourable R.
H. Bertie's services will be recognised."

"Hongkong Regiment.—Major (local Limit-
Colonel) J. M. A. Retallick, Indian Staff
Corps, did useful work on the Pao-tung-fu
Expedition, and Captain E. C. Rowcroft, Indian
Staff Corps, was in command of a detachment
of the regiment on the march to Peking, when
the detachment did well. Sabadar Major Sardar
Khan also deserves recognition."

"1st Chinese Regiment.—A detachment of the
regiment was present on the march to Peking,
and afterwards did well on the Lines of Com-
munication. The services of Captain A. A. S.
Barrow call for recognition."

"Captain Ross (Shanghai Volunteers), who
did good service as Staff Officer to General
Dorward during the Tientsin operations."
"I trust it will not be deemed out of place
in this despatch if I venture to draw attention
to the invaluable services rendered to this force
by the loyal and zealous co-operation of the
Military authorities at Hongkong. I trust the
services of Major-General Gaselee, C.M.G.,
will meet with their due recognition. I would
also call attention to those of Colonel N. P.
O'Gorman, Lieut.-Colonel J. L. A. Wheeler,
Chief Ordnance Officer, and Major M. M.
Morris, Royal Garrison Artillery."

"I wish to take this opportunity of paying a
tribute to some of the foreign officers with
whom British troops have been associated. By
the force of circumstances this contingent has
been more in touch with the American and
Japanese Forces than with those of the other
Powers, and in consequence of their close
co-operation with us on their march to Peking,
I have good reason for particularising these
forces among our Allies. General Chaffee and
General Baron Yamaguchi, who respectively
commanded the United States Forces and
Imperial Japanese Contingent, have been most
loyal in all their relations with me, and I may
say the same of General Wilson, United
States Forces, and General Fukushima, Chief
of the Staff of the Japanese Contingent, while
among the many officers with whom we have
been closely associated I desire to mention the
following:—Colonel Dickman, Major Mills,
Captain Grote Hutchison, Major Waller,
U.S. Marine, on the Staff of the United States
Contingent; Colonel Negata, Colonel Shiba,
Lieut.-Colonel Harada, Major Yui, on the Staff
of the Japanese Contingent; while Colonel
Aoki has done good work in the Allied cause as
the Japanese Member of their Tientsin Govern-
ment. I must also express my thanks to
another of the members, Colonel De Wogack,
of the Russian Service."

Mention is also made of other officers of the
International force in a supplementary des-
patch.

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.
No. 37, CAIPE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1396]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 15th inst.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 20th inst. will
be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 25th inst.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th June, 1901. [15]

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

G. R. S. 250 Sacks FLOUR from Adelaide
ex "CHANGSHIA" arrived 7th May,
1901.

The above Goods are lying unclaimed at our
Wanchai Godowns at consignees' risk and
expense. No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1901. [1496]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
goods are landed.

Optional goods will be landed here unless
instructions are given to the contrary before
Noon TO-DAY.

Goods not cleared by the 20th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 14th June, 1901. [1]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA."
Captain Schmidt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th June will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th June, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th June, 1901. [1492]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FOR YOKOHAMA AND KOBE.

THE Steamship

"INDIA."
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, whence delivery may be obtained.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the office of the undersigned before
Noon on the 22nd of June, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
June will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 15th June, 1901. [16]

FROM HAMBURG, ANTWERPEN,
ROTTERDAM, PENANG AND
SINGAPORE.

THE N.D.L. Steamship

"WURZBURG."

Captain Schuder, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 22nd inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 15th June, 1901. [1513]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ."

Captain Fuchs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 10th June, 1901. [1462]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ALCINOUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 18th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 22nd inst. will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 25th inst.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1901. [15]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

FROM PORTLAND (OR) AND PORTS

THE Company's Steamship

"INDRAVELLI."
having arrived from the above ports, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and take immediate delivery of their Goods or
ship or from alongside.

Any Cargo impeding the discharge of the
vessel will be landed and stored at Consignees'
risk and expense.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th June, 1901. [148]

JAPAN
COALS
THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE—43, SARATOGA-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—5, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Kobe, Shimonoseki, Moji, Wakamatsu, Kanran, Nagasaki, Kuchino-
tsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI"

A.B.C. and A. 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuma, Hokoku, Ishikawa, Kanada, Kishima, Manuura, Onoura,
Otsuji, Souda, Tsurakuro, Yoshinotani, Yoshio, Yonokibara, and other Coal Mines. [1331]

FOR SALE.
FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.
SAFES
CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.
FOR PARTICULARS, APPLY TO—
ROTZ, SJACOB & CO. [313]

NOW ON SALE.

THE
CHRONICLE AND DIRECTORY

FOR
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.,
FOR
1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TRAVELLER, giving every detail in connection with
the places, their History, Topography, &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the Trade of each Country and
Port, would alone suffice to fill a large volume.

A NATURAL MINERAL WATER, BOTTLED
AT
FUNAGOYA SPRING,
CHIKUGO,
JAPAN.
S. HASEGAWA & CO.
GENERAL AGENTS,
MOJI, JAPAN.
Apply to—
H. KUSAKABE & CO., HONGKONG. [1233]

CALVERT'S
CARBOLIC
TOILET SOAP **TOOTH POWDER**
BEST FOR THE SKIN and COMPLEXION. IS THE BEST DENTAL PRESERVATIVE.
Antiseptic, Emollient, Refreshing. Has the Largest Sale of any Dentifrice.
Sold by all Chemists, Stores, &c.
F. C. CALVERT & Co., Manchester, England. [294-1]

Put **LOG CABIN**
IN YOUR PIPE
& Smoke it

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2663-2]

UNTOUCHED BY HAND.
MELLIN'S
FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND. [339]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	PARRAMATTA	Brit. str.		R. T. Cook, R.N.E.	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	MACHAON	Brit. str.		J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENCARRY	Brit. str.		C. C. Talbot, R.N.E.	McGREGOR BROS. & GOW	On or about 29th inst.
LONDON	FROMEHEUS	Brit. str.			P. & O. S. N. Co.	On 15th July.
LONDON	ALCINOUS	Brit. str.			BUTTERFIELD & SWIRE	On 23rd July.
LIVERPOOL DIRECT.	GLAUCOUS	Brit. str.			BUTTERFIELD & SWIRE	On or about 15th July.
BREMEN, VIA PORTS OF CALL.	SACHSEN	Ger. str.		H. Süpmer	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	HTACHI MARU	Jap. str.		G. Anderson	MELCHERS & CO.	On 28th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL.	SYDNEY	Fr. str.		Mayer	MESSAGERIES MARITIMES	On 1st July, at 1 p.m.
HAVRE, BREMEN & HAMBURG	NURNBERG	Ger. str.		Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.		Schneider	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.		v. Döhren	HAMBURG-AMERIKA LINIE	On 28th inst.
TRIESTE, &c., VIA PORTS OF CALL.	ACILIA	Ital. str.		Ghezze	SANDER, WIELER & CO.	On 9th Aug.
NEW YORK VIA PORTS & SUZ CANAL	INDIA	Brit. str.			McGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK VIA SUZ CANAL	GLENCARRY	Brit. str.		Williamson	DODWELL & CO., LIMITED	On 30th inst.
NEW YORK VIA SUZ CANAL	LOWEYER CASTLE	Brit. str.			JARDINE, MATHESON & CO.	On or about 1st Aug.
NEW YORK VIA SUZ CANAL	INDIAN	Brit. str.			SHAW, TOMES & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	ARARA	Brit. str.			CAHLOWITZ & CO.	On 28th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.		O. P. Marshall, R.N.E.	CANADIAN PACIFIC R. CO.	On or about 10th July.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	TARTAR	Brit. str.		G. D. Bowles, R.N.E.	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.		H. Ono	DODWELL & CO., LIMITED	On 28th inst.
PORTLAND (OR) &c.	DUKE OF FIFE	Brit. str.		J. S. Cox	SHAW, TOMES & CO.	To-day.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRAVELLI	Brit. str.			PACIFIC MAIL S. S. CO.	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	PERU	Amr. str.			TOYO KISEN KAISHA	On 4th July, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Brit. str.			BUTTERFIELD & SWIRE	On 27th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	BERGIAN KING	Brit. str.		St. John George	GIBB, LIVINGSTON & CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS	ARABIA	Jap. str.		N. Tate	NIPPON YUSEN KAISHA	On or about 28th July.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.			SANDER, WIELER & CO.	On 21st inst., at Daylight.
AUSTRALIAN PORTS	MAIRIA VALERIE	Aus. str.		Berberovich	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
YOKOHAMA & KOBE	SADO MARU	Jap. str.		W. Thompson	BUTTERFIELD & SWIRE	On 21st inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.		A. E. Moses	BUTTERFIELD & SWIRE	On or about 22nd inst.
NAGASAKI, KOBE & YOKOHAMA	NANCHANG	Brit. str.			P. & O. S. N. Co.	On or about 25th inst.
TIENSIN	WHAMPOA	Brit. str.		E. R. Dowell, R.N.E.	MITSUBI BUSSAN KAISHA	On 25th inst.
SHANGHAI	SUNDA	Brit. str.		E. G. Andrews	MITSUBI BUSSAN KAISHA	On 22nd inst.
SHANGHAI & JAPAN	MAJIDUSSA MARU	Jap. str.		K. Suzuki	MITSUBI BUSSAN KAISHA	To-day, at Daylight.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.		S. Atsumi	DOUGLAS, LARRAIN & CO.	To-day, at Noon.
FOOCHOW VIA SWATOW & AMOY	DAIJI MARU	Jap. str.		T. Ogata	JARDINE, MATHESON & CO.	On 21st inst., at 4 p.m.
TAMSAI VIA SWATOW & AMOY	THALIS	Brit. str.		P. H. Rolfe	SHAW, TOMES & CO.	On or about 14th July.
SWATOW, AMOY & FOOCHOW	YUENSANG	Brit. str.		G. H. Blackland	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
MANILA	PERLA	Brit. str.		M. Yagi	NIPPON YUSEN KAISHA	
MANILA	TAIWAN	Brit. str.				
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.				

SHIPPING.

ARRIVALS.
June 16, MARIA VALERIE, Austrian str., 2,648, P. Berberovich, Trieste and Singapore 11th June, General.—SANDER, WIELER & CO.
June 16, THALES, British str., 326, A. J. Robson, Swatow 15th June, General.—DOUGLAS LARRAIN & CO.
June 17, PAKSHAN, British str., 1,235, F. E. Ferris, Saigon 12th June, Rice.—BRADLEY & CO.
June 17, EMPRESS OF INDIA, British str., 2,003, O. P. Marshall, R.N.E., Vancouver 27th May and Shanghai 15th June, Mails and General.—C. P. R. Co.
June 17, DUNDEE, British str., 2,364, Coull, New York 14th April and Port Said 17th June, Kerosene.—STANDARD OIL CO.
June 17, CHANGCHEW, British steamer, 1,213, Singapore 16th June, General.—CHINESE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
17th June.
India, Russian str., for Saigon.
Kagoshima Maru, Japanese str., for Moji.
Progress, German str., for Tournon.
Alcinous, British str., for Shanghai.
Charterhouse, British str., for Amoy.

DEPARTURES.

June 16, MACDUFF, Brit. str., for Shi-wai-yun.
June 16, HILGREN, British str., for New York.
June 16, SOOTRA, British str., for London.
June 16, EYRE J. RAY, Amr. str., for Rajang.
June 16, VALE OF DOON, Brit. str., for Rajang.
June 17, SALVIE, French str., for Shanghai.
June 17, NATAL, French str., for Europe.
June 17, LEXINGTON, German str., for Canton.
June 17, KASHING, British str., for Canton.

VESSELS IN DOCK.

17th June.
ABERDEEN DOCK.—U.S.S. Bennington, Burnside, Union, Iris, Juno, Zaire, Hailan, Simongau, St. Enoch.
CORMFLOUTIN DOCK.—Colonies, München, Fei Hoo.

SHIPPING REPORTS.

The British steamer Thales, from Swatow 15th June, had strong S.W. winds and sea, fine and clear weather.
The British steamer Pakshan, from Saigon 12th July, had light southerly winds and fine weather throughout.

VESSELS ON THE BERTH

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

The Steamship

"INDRAVELLI" will be despatched for Portland (Or) TO-DAY, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

or to SHEWAN, TOMES & CO.

Hongkong, 24th May, 1901. [1288]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, MADAG, Red Sea, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"INDIA,"

Captain Ghezze, will be despatched as above TO-DAY, the 18th inst., P.M., instead of as previously advertised.

For information as to Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 8th June, 1901. [6]

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 19th June, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901. [19]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will leave for the above places TO-MORROW, the 19th inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th June, 1901. [6]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 16th May, 1901. [14]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain G. T. Blackland, will be despatched as above on FRIDAY, the 21st inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 17th June, 1901. [1515]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSAI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJI MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 23rd inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901. [17]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SADO MARU KOBE and YOKOHAMA FRIDAY, 21st June, at DAYLIGHT.

YAWATA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 21st June, at NOON.

A. E. Moses HAMA FRIDAY, 21st June, at NOON.

MIKE MARU BOMBAY, VIA SINGAPORE and COLOMBO FRIDAY, 21st June, at NOON.

M. Yagi VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA MONDAY, 24th June, at 4 P.M.

RIJUN MARU MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID FRIDAY, 28th June, at DAYLIGHT.

HITACHI MARU SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 28th June, at 4 P.M.

ROSETTA MARU Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [13]

Hongkong, 15th June, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI (SUNDA About 22nd June } Freight or Passage.

LONDON, &c. (PARRAMATTA Noon, 22nd June } See Special Advertisement.

SHANGHAI AND JAPAN (MALACCA About 28th June } Freight or Passage.

LONDON (JAPAN About 29th June } Freight or Passage.

For Further Particulars, apply to H. A. RITCHIE, Superintendent. [1]

Hongkong, 15th June, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTIWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

NURNBERG (HAMBURG & HAMBURG On 25th June } Freight.

Capt. Mayer (Calling at Singapore and Penang) On 12th July } Freight.

SAMBIA (HAMBURG & HAMBURG On 26th July } Freight.

Capt. Schmidt (Calling at Singapore and Penang) On 9th Aug. } Freight.

WURZBURG (HAMBURG & HAMBURG On 9th Aug. } Freight.

Capt. Schneider (Calling at Singapore and Penang) On 9th Aug. } Freight.

ACILIA (HAMBURG & HAMBURG On 9th Aug. } Freight.

Capt. v. Döhren (Calling at Singapore and Penang) On 9th Aug. } Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 13th June, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

SACHSEN THURSDAY 27th June.

KLAUSCHOU (Hamburg-Amerika Linie) THURSDAY 11th July.

BAYERN THURSDAY 25th July.

STUTTGART THURSDAY 22nd August.

KONIG ALBERT THURSDAY 5th September.

PRINZESS IRENE THURSDAY 19th September.

PRINZ HEINRICH WEDNESDAY 18th October.

PREUSSEN WEDNESDAY 30th October.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 13th November.

SACHSEN WEDNESDAY 27th November.

KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY 11th December.

BAYERN WEDNESDAY 25th December.

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain H. Süpmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 25th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 26th June, and Parcels will be received at the Agency's Office until NOON on THURSDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 14th June, 1901. [9]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,321	J. S. Cox	June 28th
OLYMPIA	2,337	J. Truebridge	July 16th
GLENCOLLE	3,750	W. Frakes	July 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"IXION"	On 20th June.
GLASGOW and LIVERPOOL.	"PELEUS"	On 23rd June.
GLASGOW and LIVERPOOL.	"DEUCALION"	On 2nd July.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 25th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT.	"GLAUCUS"	About 15th July.

(Taking Cargo at London Rates)
S.S. "PROMETHEUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for JAPAN on the 18th inst.
S.S. "GLAUCUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI on the 18th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

Hongkong, 17th June, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 21st June.
TIENTSIN	"NANCHANG"	On 21st June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY	"TAIWAN"	On or about 14th July.
ISLAND, COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [16]

Hongkong, 15th June, 1901.

"GLEN" LINE OF STEAMERS.
FOR NEW YORK.

THE Company's Steamship
"GLENARTNEY,"
Captain Warner, will be despatched as above on or about the 20th June, 1901.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents. [1289]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA,"
Captain R. T. Cook, R.N., carrying His Majesty's Mail, will be despatched from this port on SATURDAY, the 22nd June, at Noon, taking passengers and cargo for the above ports.
Sils and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent. [1]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stevedore and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents. [1427]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship
"GLENGARRY,"
Captain J. S. Stevenson, will be despatched as above on the 28th June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents. [1381]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
CLAYRING, British str., J. Barker.—Dodwell & Co. Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue. Orta.—Brandao & Co.
EVIE J. RAY, American barque, Kater.—Sender, Weller & Co.
RANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, &c. Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"LOWTHER CASTLE" ... 30th June
"HUDSON" ... About 17th July.

"HEATHBURN" ...
"JUPITER" ...
"SATSUMA" ...

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents. [1878-1194-988]

Hongkong, 24th May, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBE, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN, N AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALBO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 p.m., the Company's Steamship "SYDNEY," Captain Albert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent. [2]

Hongkong, 18th June, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRANT" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents. [1273]

Hongkong, 14th June, 1901.

FOR NEW YORK.

THE 3/4 A II American ship
"L SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents. [1414]

Hongkong, 3rd June, 1901.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship
"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 26th June, at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents. [18]

Hongkong, 13th June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG.
STEAMERS.

Aleutian, British str., 4,278, Palford, June 15, Butterfield & Swire

Anping Maru, Jap. str., 1,058, Atsumi, June 15, Mitsui Bussan Kaisha

Bababerg, Ger. str., 1,320, Beckmann, June 14, Butterfield & Swire

Belgian King, British str., 2,170, Chieiss, June 13, Butterfield & Swire

Benlagic, British str., 1,452, Broble, June 14, Bradley & Co

Burnside, Amr. str., 1,400, Luffin, April 14, U.S. Government

Charterhouse, British str., 1,276, Strickland, June 16, Chinese

Cheongchew, British str., 1,213, Frampton, June 17, Chinese

Devonshire, British str., 2,364, Coull, June 17, Standard Oil Co

Duke of Fife, British str., 2,416, Cox, June 15, Dodwell & Co. Limited

Empress of India, British str., 3,003, Marshall, June 17, C. P. R. Co

Fausang, British str., 1,410, Mitchell, June 14, Jardine, Matheson & Co

Fushun, British steamer, 1,500, Lent, June 11, Chinese

Glaucus, British str., 3,591, Thompson, June 13, Butterfield & Swire

Hongkong, French str., 862, Pannier, June 16, A. R. Marty

India, Austrian str., 1,794, Ghezze, June 15, Sender, Weller & Co

Indravelli, British str., 3,152, Craven, June 10, Shewan, Tomes & Co

Kagoshima Maru, Jap. str., 2,731, Kowri, June 14, Nippon Yusen Kaisha

Kashing, British str., 1,158, Sanderson, June 16, Butterfield & Swire

Kyoto Maru, Jap. str., 1,639, Sakurai, June 12, Order

Loosok, German str., 1,020, Fuchs, June 12, Butterfield & Swire
Maria Valeria, Austrian str., 2,648, Berberovich, June 17, Sender, Weller & Co
Munchen, German str., 4,691, Krebs, May 28, Melchers & Co
Nanchang, Brit. str., 1,062, Finlayson, June 7, Butterfield & Swire
Oak Branch, British str., 2,061, Schell, June 12, Dodwell & Co. Limited
Obi, British steamer, 1,951, Pinkham, June 11, M. B. Knisha
Pakshan, British str., 1,235, Ferris, June 17, Bradley & Co
Pegu, Amr. str., 3,528, Pillsbury, June 10, P. M. S. S. Co
Progress, German str., 687, Brandt, June 13, Siemens & Co
Prometheus, British str., 5,570, Day, May 28, Butterfield & Swire
Rijou Maru, Jap. str., 2,979, Ohno, June 16, Nippon Yusen Kaisha
Sabine Rickmers, British str., 690, Nasbet, June 9, Arnold, Karberg & Co
Sandakan, Ger. str., 1,374, Brandstetter, June 6, Melchers & Co
Simongan, Dutch str., 1,319, Sandman, April 18, Chinese
Taichow, German str., 862, Beher, June 14, Butterfield & Swire
Taisang, British str., 1,544, Bowker, June 13, Jardine, Matheson & Co
Taiyuan, British str., 1,459, Nelson, June 15, Butterfield & Swire
Talsang, British str., 977, Baker, June 16, Jardine, Matheson & Co
Thales, British steamer, 836, Robson, June 16, Douglas Lapanik & Co
Trym, Norwegian str., 710, Dale, June 10, A. R. Marty
Tsuruhiko Maru, Jap. str., 1,240, Kigami, June 14, Jardine, Matheson & Co
Wurzberg, Ger. str., 3,246, Schudler, June 15, Melchers & Co

SAILING VESSELS.

Celest Burrill, British ship, 1,764, Jeffry, May 29, Order

Hollivood, Amr. bark, 1,084, Knight, June 14, Order

M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Coy. Limited

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

Sussex, British bark, 1,212, Guthrie, May 17, Master

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Acherly, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai

Arcthusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Stirling, Woosung

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang

Astraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai

Aurora, cruiser, 5,600 tons, 12 guns, 3,500 h.p., Capt. E. H. Bayly, C.B., at Woosung

Barclay, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. S. Warrender, at Weihaiwei

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Haikow

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei

Centurion, flagship, 10,500 tons, 14 guns, 15,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. E. Tildard, at Woosung

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton

Glory, battleship, 12,350 tons, Captain Frederick S. Ingfield, at Yokohama

Gothal, battleship, 12,350 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Canton

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong

Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Shanghai

Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai

Janus, torpedo-boat destroyer, in reserve, at Hongkong

Kinsha, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze

Lizart, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy

Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung

Otter, torpedo-boat destroyer, Lieut. Comdr. C. P. Mansel, at Weihaiwei

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tientsin

Pigmy, gunboat, 755 tons, 6 guns, 200 h.p., Lieut. Comdr. A. H. Oldham, at Singapore

Pique, cruiser, 3,000 tons, 8 guns, 7,900 h.p., Capt. H. C. Reynolds, at Weihaiwei

Plover, gunboat, 433 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cover, at Kiangling

Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kiangling

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgely, at Shanghai

Swift, gun-vessel, 760 tons, 6 guns, 870 h.p., in reserve, at Hongkong

Taka, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong

Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong

Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong

Watawosh, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. W. O. Lyne, at Labuan

Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei

